





## Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED.

HAVE JUST RECEIVED  
A CONSIGNMENT OF

ILFORD DRY  
PLATES.

1/4, 1/2, 1, 2, 4, 8, 12, 16,  
and are offering the same at popular prices.

SENSITIZED ALBUMENIZED  
PAPER.

1/4, 1/2, 1, 2, 4, 8, 12, 16,  
and are offering the same at popular prices.

DAKIN, CRICKSHANK & Co., LD.,  
VICTORIA DISPENSARY,  
HONGKONG.

Hongkong, 15th October, 1894.

THE  
HONGKONG  
DISPENSARY.

OUR LATEST NOVELTY.

A SAMPLE POCKET FLASK.

SUITABLE FOR TRAVELLERS or for  
PICNIC, LAUNCH or SHOOTING  
PARTIES has just been received and may be  
obtained filled with any of our WINES or  
SPIRITS at a low price.

PASSENGERS BY STEAMERS will find it  
INVALUABLE on the voyage when refreshment  
is needed, as they are suffering from SEA-  
SICKNESS or the bar is closed.

THE FLASK is well made and finished, and  
when emptied will be worth keeping for domestic  
use. It can be readily adapted for a feeding  
bottle; would serve useful to carry milk or  
other nourishment for children, or Tea, Coffee,  
Soup or other food nourishment in tin  
baskets.

THESE SAMPLE FLASKS

can be obtained filled at the following prices

each—

PORT.

B—60 cents. C—65 cents. D—80 cents.

SHERRY.

B—45 cents. C—50 cents. D—60 cents.

BRANDY.

A—60 cents. B—65 cents. C—80 cents.

BRANDY.

D—120 cents. E—170 cents.

WHISKY.

B—45 cents. D—60 cents. E—65 cents.

IRISH WHISKY.

A—50 cents. C—70 cents.

BOURBON.

60 cents.

JAMAICA RUM.

60 cents.

A GIN.

35 cents.

A. S. WATSON & CO., LD.

Hongkong, 15th October, 1894.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to the  
Advertisement, &c., be addressed to the "Manager, Hongkong  
Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and  
not to Editorial members of the staff.

Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.

Without the columns of the Hongkong Telegraph will always  
be open for the fair discussion by correspondents of all questions  
affecting public interests, it must be distinctly understood that  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for  
insertion in this paper not later than Three o'clock so as  
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a  
fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any  
English newspaper published in the Far East, and is therefore  
the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central  
Exchange is No. 1. Telegraphic address—"Telegraph,"  
Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

BIRTHS.

At Mount Kellott, Hongkong, on the 15th  
October, the wife of Mr. T. C. FORBES,  
Chinese Imperial Maritime Customs, of a son.

At L'Hotel des Colonies, Ltd., Shanghai, on the  
5th instant, the wife of G. WALLACE, of a  
son.

## The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 15, 1894.

HIS EXCELLENCY TO THE  
COMMUNITY.

As it is quite impossible to reply  
to the numerous letters and cards  
he has received, Sir WILLIAM  
ROBINSON, through the medium of  
the public newspapers, desires to  
express his heartfelt thanks to all  
those who sent wreaths and crosses  
of flowers and ferns to Craigieburn  
on the day of his dear wife's funeral,  
(10th October), or have since sent  
letters or cards of condolence with  
him and his two boys in his and  
their irreparable loss.

To the Public Officers, Foreign  
Consuls, Military and Naval  
Officers, non-commissioned officers  
and men, clergy of all denominations,  
and many members of the com-  
munity, who attended or assisted  
at Lady Robinson's funeral, the  
Governor's sorrowful thanks are  
due.

He is very grateful for, and is  
much affected by the touching  
and wide-spread testimony of the  
appreciation in which his wife was  
held, and he is sure that this notice  
will be accepted in lieu of separate  
letters, as an acknowledgement on  
his part of never-to-be-forgotten  
kindness and sympathy extended  
towards him in a time of deep  
affliction.

Craigieburn, October 15th, 1894.

"DIFFERENTIAL DUTIES" AT  
CANTON.

"TOSH" IN HIS ELEMENT.

We have received from the Hongkong  
General Chamber of Commerce the  
printed copy of a letter dated September  
1st and addressed by that body to the  
Earl of ROSEBURY, as Secretary of State  
for Foreign Affairs, on the subject of the  
alleged "differential duties" in favour of  
the junk trade between Canton and Hongkong,  
to which allusion has on several occasions  
been made in these columns. This precious  
document—and it is a precious production  
in many respects—is signed by Mr. E.  
MACKINTOSH, vice-Chairman of the  
Chamber. It is the unpleasant task of the  
editor of a newspaper in the course of  
his everyday work to have to wade  
through lots of inane and sickening  
rubbish in the form of correspondence,  
but we have very rarely had submitted  
to our critical judgment such an  
exhibition of badly written, tautologous,  
ungrammatical, inconsistent, misleading  
mixture of combined snivel,  
ignorance, twaddle, hypocrisy, and  
tactlessness as the extraordinary production  
now under review. Mr. EDWIN MACKINTOSH  
has the reputation of being the smartest  
business man in the Far East and  
probably he deserves it, but he is a poor  
thing when it comes to writing official  
despatches, or maintaining those principles  
of commercial morality which is the  
British boast all over the world. In his  
letter to Lord ROSEBURY the astute  
"Tosh" of the "Talkoo" and its dependencies  
uses the term "Her Britannic Majesty's"  
no fewer than thirteen times; tries to  
make out that what, presuming it is a  
legitimate grievance and an infringement  
of Treaty rights (which is open to con-  
siderable doubt) actually only concerns  
the steamers of the Hongkong, Canton  
and Macao Steamboat Company and the  
China Navigation Company, influence the  
general trade of the port; and actually  
has the sublime impudence to assert, and  
in no uncertain terms, that a very fair  
analogy of this imaginary injustice to  
British commerce is instanced in the  
now defunct gambling houses at Kowloon  
city. It would really be most  
interesting to know what possible  
analogy there can be in Chinese and  
other merchants in Canton, on account of  
"cheaper rates, preferring to ship their  
goods by natives junks to Hongkong  
instead of by foreign steamers, and the  
gambling, hells at Kowloon!" The  
energetic but very greatly over-rated  
vice-Chairman of the Chamber of  
Commerce either said too much or too  
little in his manifesto to the Secretary of  
State, and in any case he certainly ought,  
in consideration of his public position, and  
to prevent the Chamber and its wire-  
pullers from being held up to ridicule, to  
have obtained the services of some  
intelligent school-boy to correct the  
following literary gem, so as to make it  
intelligible—

Hongkong General Chamber of Commerce,  
Hongkong, 1st September, 1894.

SIR,—It is with considerable regret that this  
Chamber has to return to the subject of  
"differential duties" in favour of the junk trade  
between Canton and this port that has occupied  
its attention during the last three years, and  
which the Chamber was compelled to bring  
under the personal notice of her Britannic  
Majesty's Principal Secretary of State for Foreign  
Affairs on the 1st December, 1891.

To save troublesome references and to put  
your lordship in possession of the full facts and  
history of the case, you will find enclosed a  
printed copy of all the details that have come  
under the notice of this Chamber in connection  
with this long standing grievance of the ship-  
ping interests of this colony.

I beg to point out that the Chinese authorities  
have most distinctly admitted their illegal  
action, and in August, 1892, consequent upon  
the strong representations made at the instiga-

tion of her Britannic Majesty's Principal Sec-  
retary of State, by Her Britannic Majesty's Envoy  
Extraordinary at Peking to the Tsung-li Yamen,  
the objectionable system was partially abolished  
and a return to the normal traffic, as regards tea,  
was established consequent upon an equal levy  
of duties upon that article whether shipped by  
junk or steamer.

This relief was, however, of short duration,  
for on the 25th July, 1893, the old illegal order  
was re-established by the Chinese authorities in  
Canton, and since that date up till now only a  
few packages of tea have been brought to  
Hongkong by steamers; with these few trifling  
exceptions the entire trade has reverted to junk.

Your lordship will observe this compilar refers  
to tea only, but other articles of produce receive  
similar favoured treatment if shipped by junk,  
and the number thus dealt with has increased,  
and will no doubt further increase from what it  
was three years ago, owing to the impunity with  
which the Chinese authorities are able to break  
Treaty obligations. Exports from Hongkong to  
Canton by junk are receiving privileged treat-  
ment to induce the traffic to go in native bottoms.

It is particularly noticeable at this second  
stage of the complaint that the Chinese  
authorities both in Peking and Canton most  
distinctly avow that no preferential duties  
are now granted to junk-carried tea from Canton,  
and a new phase is imported by her Britannic  
Majesty's Minister at Peking who asks for specific  
proofs that such is not the case, by the production  
by the complainant of actual instances of the  
differential levies. As pointed out by the Chamber  
in the enclosed correspondence it is impossible to  
produce native evidence, the only proof that could  
be adduced against the action of the Chinese  
officials. This must be self-evident to any one  
with but slight knowledge of the Chinese.  
Besides, the tortuous way in which the preferen-  
tial duties may be levied, either by specific  
reductions, drawbacks, allowances in weight,  
values, or classification, makes it doubly difficult  
for foreigners to follow the devious methods that  
must be employed to hoodwink the higher  
officials who are assured and repeat the  
belief to her Britannic Majesty's officials both  
in the North and South, that no such mal-  
practices occur.

A strong light is thrown upon the system  
when her Britannic Majesty's Minister at Peking  
informs her Britannic Majesty's Principal Sec-  
retary of State for Foreign Affairs, as is stated in  
the Foreign Office letter to this Chamber dated  
20th May, 1893:—

"The Viceroy had added that if any irregu-  
larities were still practised, they must be  
due to unauthorized action on the part  
of the Hoppo's subordinates."

Here is an admission that irregularities may  
exist without the knowledge of the higher  
officials, such irregularities this Chamber main-  
tains now occur, for exactly the same set of  
circumstances produces the same result. Com-  
plaint is made that breaches of Treaty occur,  
after a long correspondence, a much-argued  
and an admission is made that these breaches  
have happened, orders are given for rectification  
of these illegal acts, and the carrying trade reverts  
to its normal channels. The trade then  
departs from its usual course into the old prefer-  
ence for junk carriage. No other conclusion is  
possible but that the same practices are at work  
now that were admitted to exist before.

Buyers of produce in Canton for export to  
foreign ports from Hongkong are able to pur-  
chase considerably cheaper if bought delivered  
by junk in Hongkong than if they purchase for  
delivery in Canton and transfer the cargo  
from Canton to Hongkong in foreign steamers,  
the freight by steam to Hongkong being very much  
below junk carriage. In short, a seller of produce  
for delivery in Canton would demand considerably  
more than would be accepted, for the same  
article, delivered by junk, at seller's expense, in  
Hongkong.

The whole matter is patent in this Chamber's  
opinion, and it appears unreasonable to doubt  
the existence of some such methods as are in-  
dicated for the continuance of the illegal breaches  
of Treaty that permanently occur, and equally  
unreasonable to expect the complainants to fur-  
nish specific proof of any particular breaches.  
A very fair analogy may be instanced with what  
has occurred again and again with the gambling  
houses at Kowloon city, which may be within  
your lordship's cognizance.

Remonstrance after remonstrance is addressed  
by the Governor of this Colony, through her  
Britannic Majesty's Minister at Peking, to the  
Chinese authorities against the dangerous  
nuisance that they permit to be established in  
such close proximity to Hongkong—the vice of  
gambling is contrary to Chinese law. Tardy  
orders are transmitted to stop the evil. The  
houses are temporarily closed, open again very  
shortly afterwards, and the same is before.  
How often this has happened is within the knowl-  
edge of her Britannic Majesty's Minister at  
Peking.

The Chamber feels diffident to recommend  
any system that shall once for all put an end to  
the recurrence of their complaints for with the  
tortuous native methods the Committee feel they  
may be suggesting devices that will render the  
native even more recalcitrant to detection.  
But the Chamber considers, provided the  
Chinese authorities would consent, that if  
all cargo intended for exportation to foreign ports  
shall be passed only through the Imperial  
Maritime Customs instead of indiscriminately  
both through the Native Customs and the Im-  
perial Maritime Customs, as at present, a blow  
would be struck at the present irregularities  
which would benefit all complainants.

It should also be incumbent upon the exporter  
in Canton to declare, when passing his goods  
through the Native Customs, that they are not  
for export to foreign ports from Hongkong.  
False statements to this point could be readily  
detected and proved in Hongkong, when a fine  
of the duty leviable under the Imperial Maritime  
Customs would be levied and paid to the  
satisfaction of her Britannic Majesty's Consul in  
Canton, in addition to what has already been  
paid on the goods to the Native Customs.

The many various phases of the entire ques-  
tion are so fully set forth in the printed cor-  
respondence enclosed that the Chamber would  
only beg your reference to them.

The Chamber begs to acknowledge the  
unvarying courtesy, the keen interest and  
prompt attention which have invariably been  
manifested by her Britannic Majesty's Minister  
at Peking in the conduct of this troublesome  
affair, and in addressing your lordship personally  
have no desire that he may be thought they intend  
to pass over her Britannic Majesty's Minister,  
but considering the importance of the interests  
involved and that an unaddressed complaint,  
involving serious breaches of Treaty, which has  
lagged, as the case does, without proper  
attention is a most dangerous precedent for the  
commerce of Great Britain in these waters, and  
it is considered most desirable to bring the  
matter under the immediate notice of your lord-  
ship. A copy of this letter, with enclosures,  
will be sent to her Britannic Majesty's Minister  
at Peking that he may be aware of the action  
that has been taken.

I have the honour to be, my Lord,  
Your lordship's obedient and humble servant,  
E. MACKINTOSH,  
Vice-Chairman.

The Right Hon.orable  
The Earl of ROSEBURY, K.G.,  
Foreign Office, London.

Principal Secretary of State for Foreign  
Affairs, Foreign Office, London.

## TELEGRAMS.

## THE KOREAN TROUBLE.

LONDON, October 14th.  
The United States Government has declined  
to join the Powers in meddling with Korea.  
Germany has declined to intervene at the present  
juncture, and it is believed the project for foreign  
interference will collapse.

## THE CHINA-JAPAN WAR.

The British Legation in London repudiates  
the Shanghai rumour that the Chinese are  
suing for peace, and states that the overture for  
peace are out of the question for a very long time  
to come.

## GREAT BRITAIN PREPARING.

The British men-of-war *Edgar* and *Shark*  
are proceeding to Singapore to reinforce Admiral  
Fremantle's squadron on the China Station.

## NOT COMING OFF.

The report that the wedding of the Crown-  
Princess Alix would take place in  
November is incorrect.

(Special to N. C. Daily News)  
MARTIAL LAW AT THE IMPERIAL  
HEADQUARTERS IN JAPAN.  
Kobe, October 6th.  
The state of siege was proclaimed yesterday  
at Hiroshima and Ujina.

(Ujina is the port of Hiroshima.—Ed.)  
FOOCHOW CLOSED.  
FOOCHOW, October 9th.  
The authorities have closed this port. All is  
quiet here.

## THE WAR IN THE NORTH.

(Special to the Hongkong Telegraph.)  
SHANGHAI, October 13th.  
The Chinese Generalissimo, Sun Hing, has  
arrived at the city of Kinkien, near the China-  
Korea frontier. It is probable, therefore, that the  
troops massed between Moukien and the frontier  
will make a determined descent upon the  
Japanese forces in Korea at an early date.

An attack by the Japanese Fleet on Port  
Arthur is momentarily expected.

A BRITISH DOLLAR FOR  
HONGKONG.

The following despatch from the Hongkong  
Government to the Secretary of the local  
Chamber of Commerce is for itself—

Colonial Secretary's Office,  
Hongkong, 15th October, 1894.  
Sir,—With reference to previous correspon-  
dence I am directed to state for the information  
of the Chamber of Commerce that a telegram  
has been received from the Secretary of State for  
the Colonies to the effect that the colony of a  
British Dollar for the Straits Settlements and  
Hongkong has been sanctioned.

Yours, etc.,  
(Signed) A. M. THOMSON,  
Acting Colonial Secretary,  
The Secretary, Chamber of Commerce.

## LATE TELEGRAMS.

CAPE TOWN, September 24th.  
Much concern is felt in the Colony owing to  
the agreement concluded between the Transvaal  
and Portugal regarding the Delagoa Bay Rail-  
way. The agreement is pretty detrimental to  
the interests of the Cape. Mr. Cecil Rhodes is  
going to Lorenzo Marques and will afterwards  
proceed to Pretoria in order to confer with the  
Portuguese and Transvaal authorities on the  
subject.

SOFA, September 24th.  
The new elections to the National Assembly  
of Bulgaria have commenced. The party of  
which Mr. Stoukoff is the Chief of the present  
Cabinet is head, has been triumphant in the  
Principality. Nine avowed Russophiles have  
been elected and probably more Russophiles will  
succeed in entering the Assembly. Mr. Dragan  
Zankoff, the Bulgarian refugee who was the head  
of the Provincial Government formed in Sofia  
after kidnapping Prince Alexander in 1886, has  
been elected.

SHANGHAI, September 25th.  
The Chinese transports landed seven thousand  
men while the battle was proceeding at the  
mouth of the Yalu river. It is estimated that  
about thirty-eight thousand Chinese troops are  
entrenched along the Yalu river. The Governor  
of Manchuria is fortifying the route to Moukden  
and Wija in order to stop the Japanese advance.  
The Japanese have occupied the Island of Hai  
Yang Tao in Yalu Bay and made it a coaling  
station.

LONDON, September 25th.  
The Times publishes a special article to-day  
fully reviewing the question of the contribution of  
the Colony of the Straits Settlements towards  
Imperial defence. The article says that the  
Singapore Government's proposal to increase  
the original contribution to seventy thousand  
pounds seems a fair compromise based upon  
recognition of respective interests of Imperial  
and Colonial Governments.

PHILADELPHIA, September 25th.  
The American Sugar Trust are closing all  
their refineries. This step has been taken partly  
owing to the new tariff.

PARIS, September 25th.  
The French Budget of 1894-95 shows a  
surplus of three hundred thousand francs. The  
deficit has been avoided by the new succession  
duties.

DURBAN, September 25th.  
Several thousand Kaffirs are threatening the  
Portuguese territory in Delagoa Bay. There is  
a panic among the inhabitants; the streets are  
baricaded. A force of machines has been landed  
from her Majesty's gunboat *Thrush* for the  
purpose of guarding the British Consulate.

LA HAYE, September 25th.  
Basil van Dedem, Minister for the Colonies,  
speaking in the Dutch Parliament, said that the  
Netherlands Government had not decided to  
annex Lombok in the East Indies, and the mili-  
tary and naval operations in that quarter were  
only intended to punish the natives for their  
treacherous attack on the Dutch forces holding  
certain points in the island.

ST. PETERSBURG, September 25th.  
It is reported that a gang of Chinese maraud-  
ers had plundered a station on the Ussuri  
section of the Siberian Railway and killed eight  
Russians. The marauders afterwards fled into  
China.

TIENTSIN, September 25th.  
The celebration of the Dowager-Empress's  
birthday is postponed.

DURBAN, September 25th.  
Some marines who were landed at Lorenzo  
Marques from her Majesty's gunboat *Thrush*  
were re-embarked, the British Consul there not  
deeming it necessary to have any British force  
as a protection to the Consulate.

The outlying troops of the Delagoa Bay terri-  
tory were recalled by the Portuguese authorities,  
and while returning were pursued by the  
Makalanda tribe up to the town; the troops had  
to abandon their guns and ammunition during  
their hasty retreat. The Portuguese force was  
composed of 300 men, while that of the Makalanda  
tribe numbered 700.

LONDON, September 26th.  
News received here says that a second Japanese  
Army Corps, thirty thousand strong, has  
embarked from Hiroshima, under command of

Count Oyama, the Minister for War; the  
destination of the Corps is kept strictly secret by  
the Japanese. A squadron on which is described  
as the "second squadron" will escort the trans-  
ports conveying the troops as far as the Yellow  
Sea, and another squadron called the "first  
squadron" will afterwards escort them to their  
destination.

September 27th.  
Despatches received here from the  
Coast Protectorate contain news of the complete  
success of the British expedition organized by  
the Acting Commissioner in concert with the  
Naval Commander-in-Chief on the station  
against the Chief Nanna of Benin, whose men  
had attacked a cutter belonging to H. M. S.  
*Albatross*, killing one seaman and dangerously  
wounding three others, and during the  
subsequent severe encounters which took place  
Captain Lator, R.N., was severely wounded,  
and afterwards died of his wounds, and  
Captain Scott, Major Copple, C. Crawford and  
several blue-jackets and native troops were  
dangerously wounded. H.M. S. *Philomel*  
and *Phoebe* and a special service vessel of the  
*Albatross* jointly bombarded the stronghold of  
the Chief and completely destroyed it. Nanna  
afterwards offered his submission to the British.

A murderous assault was committed yesterday  
upon the caretaker of an evicted farm in King's  
County by masked men who got clear off. This  
is the second murderous outrage which has  
taken place within a short time in Ireland.

PARIS, September 27th.  
France is already preparing an expedition to  
Madagascar. It is reported the Havas lately  
imported a number of Gallings from Great  
Britain and other countries in Europe.

CAPE TOWN, September 27th.  
The telegraph lines connecting Cape Town  
with Blantyre have been opened for traffic.

LONDON, September 27th.  
Reuter's correspondent at Shanghai telegraphs  
that reports have reached him from Chinese  
sources stating that the Japanese forces simulta-  
neously attacked the Chinese position at  
Anchow and Vichow, but were repulsed.

Accounts received from eye-witnesses of the  
Naval battle fought by the Japanese and Chinese  
at the mouth of the Yalu River, show that the  
Japanese were greatly superior in their naval  
tactics, particularly in gunnery, to the Chinese.  
Throughout the engagement the Chinese were  
outmanoeuvred by the Japanese; the Chinese  
fire was also feeble.

The British India Navigation Company's  
steamer *Dorunda*, which sailed for London  
from Brisbane (Queensland) on the 1st of August  
last, after Torres Straits, Java and Ceylon ports,  
has been wrecked on the rocks on the coast of  
Portugal, off Peniche, near the scene of the wreck  
which occurred on the 20th of October, 1892, of  
the ill-fated Anchor Line steamer *Roumania*,  
bound from Liverpool to Bombay. The crew  
and passengers were saved.

ST. PETERSBURG, September 27th.  
The *Novoye Vremya*, in a leading article to-  
day, says no European Power has greater  
interest in Russia in the war which has  
broken out between China and Japan. The  
paper gravely adds, that in view of the fact  
that Korea is within the Russian sphere of  
influence, Russia alone is entitled to the weight-  
iest voice in the settlement of the conflict. The  
*Novosty* also, in a leading article, urges the  
purification of the Chinese Empire by Russia,  
Great Britain and France.

LONDON, September 28th.  
News has been received that the Tong Haks,  
have revolted against the Japanese. At a half-  
yearly meeting of the shareholders of  
Sir W. G. Armstrong, Mitchell and Company,  
Hydraulic Engineers and Ordnance Manu-  
facturers, the Chairman said the Company has  
solved the problem for adopting the quick firing  
principle to field guns. The recruiting for the  
British Army is unusually favorable this year  
owing to the badness of trade.

The hired transport *Dhwarra* left South-  
ampton yesterday for Bombay with drafts on  
board.

Lord Cromer starts for Egypt to-day.  
The English press have renewed the agitation  
regarding the paucity of ships and sailors in the  
British Navy.

## LOCAL AND GENERAL.

THE British gun-boat *Redfox* arrived at  
Shanghai from Chefoo on the 9th inst.

THE P. and O. steamer *Malwa* has been  
chartered by the Nippon Yusen Kaisha to run  
between Kobe and Hakodate.

WE understand that the Victoria Recreation  
Club's annual Regatta will be held on Thursday  
and Friday, the 13th and 14th of December.

THE returns of the number of visitors to the City  
Hall Museum for the week ended Oct. 14th,  
are—Europeans, 130; Chinese, 1,086; total,  
1,216.

THE Baxter Mission sale of work, arranged for  
to-morrow, has been postponed until Tuesday,  
November 6th, on account of the death of Lady  
Robinson.

WE are informed by the Agent of the Messageries  
Maritimes Co. that the steamer *Sydney*, with  
the next French mail, left Saigon for this port  
at 1 p.m. yesterday.

THE Government steam-launch *Charles May*,  
built in 1880 for the local police service by the  
Hongkong and Whampoa Dock Company, is  
advertised for sale.

MR. FARAGO, Commissioner of the Chinese  
Imperial Maritime Customs, who arrived at  
Shanghai from Peking a few days ago, will, we  
hear, shortly be transferred to Canton.

An Emergency meeting of the Hongkong and  
South China Masonic Benevolence Fund Cor-  
poration, will be held at the Masonic Hall, on  
Wednesday, the 17th instant, at 5 for 5.30 p.m.

THE situation in Peking, we learn from the  
North, must have become threatening to  
foreigners or Sir Robert Hart would not have  
transferred the whole of the married members of  
the staff of the Inspector-General of Customs  
in the capital to Shanghai, as we learn  
has been done. The Inspector General  
has lived too long in China and is too well  
acquainted with the Chinese to be misled in any  
way or lose one iota of his old-time equilibrium  
owing to alarmist rumours circulating in every  
direction of the "Heavenly City," and his action,  
therefore, in sending Messrs Farago, Piry, Lay,  
Muller, Bland, and Campbell to Shanghai (the  
arrived in the Model Settlement on the 10th  
instant) can



## THE DISASTROUS TYPHOON.

MR. PLUMMER EXPLAINS.

Most of our readers will remember that in the course of a report on the disastrous effects of the storm that burst upon the colony on the 25th ult., we called attention to the fact that inadequate notice of the approach of the gale had been given by the Observatory and that therefore a good deal of damage had been done on shore and afloat which ought to have been avoided. That the Government was bound to take cognizance of what appeared gross neglect of duty or even ignorance was inevitable, and in last Saturday's *Gazette* we find the following report from Mr. J. J. Plummer, Acting Director of the Observatory:

The typhoon which reached Hongkong on September 25th was first indicated in our observations upon September 22nd at 10 a.m. when a fall in the barometer at Bollaue and Manila together with wind from the N.W. at the former, and W. at the latter place, showed that there was a depression in the Pacific probably some where near lat. 18 deg. N., long. 124 deg. 30 min. E.

At 4 p.m. on the same date, the wind at Bollaue had backed to W., and the other conditions remained practically unchanged. This indicated some progress in a W. or W by N. direction.

On September 23rd at 10 a.m. the barometer at Bollaue and Manila had again fallen somewhat, and the wind had backed again to W.S.W., but was very light. This indicated progress in the same direction, and a notice was issued that "the depression appears to be situated to the East of the Balinggiao Channel." Its actual position was probably in lat. 18 deg. 30 min. N., long. 121 deg. 30 min. E., giving it thus a motion of about 190 miles W. by N. in the 24 hours.

At 4 p.m. on the same date, the barometer had risen a little at Manila, and was stationary at Bollaue, with light S.W. winds at both places. The wind was W. at Hongkong, showing that we had not yet come under the influence of the typhoon. There is no reason to suppose, therefore, that the course of the typhoon was in any way altered. It had probably now about arrived at the 60-mile limit from Hongkong, but owing to the approach of night and the small chance of any ship being bound E.S.E. from Hongkong, the holding of the signal was deferred till the following morning.

On September 24th at 10 a.m. the barometer had risen slightly at Manila, and was stationary at Bollaue, and had fallen the same amount at Hongkong; the wind was S.S.E. 3, at Bollaue, and N. 1, at Hongkong. The influence of the typhoon was affecting our weather here, and the position of the typhoon can be almost certainly put down from the observations at lat. 19 deg. 30 min. N., long. 117 deg. 30 min. E., giving it a motion of about 210 miles W. by N. in the 24 hours. The wind direction at Bollaue being S.S.E., and remaining steadily at this point for several hours, indicated that the position given was rather too much to the North, and as the typhoon was now much nearer Bollaue than Hongkong it seemed just to give this station the greater weight, and the position marked in our maps at this time is lat. 19 deg. 30 min. N., long. 117 deg. 30 min. E., or 250 miles W. by S. of the position 24 hours earlier. The notice issued at 11.15 a.m. in conformity with these remarks was: "the depression appears to have moved westward since yesterday, and to be now situated to the W. of N. Luzon. Red drum hoisted."

At 4 p.m. on the same date the barometer had risen 0.03 ins. at Bollaue, and fallen 0.01 inch only at Hongkong, the former showing that the disturbance was still moving slowly from Bollaue, and approaching Hongkong still more slowly, or pursuing the W. by S. course indicated in the morning. This opinion is strengthened by the backing of the wind at Bollaue to S.E.; but the position of the typhoon is now near as Hongkong as to the last mentioned place, and a more detailed account of our local observations becomes necessary.

Here follows a table showing barometrical readings during the storm's approach to the Colony.

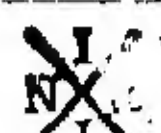
Time	Barometer at Bollaue	Barometer at Manila	Barometer at Hongkong
9 a.m. on September 25th	30.00	30.00	30.00
10.30 a.m.	29.95	29.95	29.95
12.00 p.m.	29.90	29.90	29.90
1.30 p.m.	29.85	29.85	29.85
3.00 p.m.	29.80	29.80	29.80
4.30 p.m.	29.75	29.75	29.75
6.00 p.m.	29.70	29.70	29.70
7.30 p.m.	29.65	29.65	29.65
9.00 p.m.	29.60	29.60	29.60
10.30 p.m.	29.55	29.55	29.55
12.00 a.m.	29.50	29.50	29.50
1.30 a.m.	29.45	29.45	29.45
3.00 a.m.	29.40	29.40	29.40
4.30 a.m.	29.35	29.35	29.35
6.00 a.m.	29.30	29.30	29.30
7.30 a.m.	29.25	29.25	29.25
9.00 a.m.	29.20	29.20	29.20
10.30 a.m.	29.15	29.15	29.15
12.00 p.m.	29.10	29.10	29.10
1.30 p.m.	29.05	29.05	29.05
3.00 p.m.	29.00	29.00	29.00
4.30 p.m.	28.95	28.95	28.95
6.00 p.m.	28.90	28.90	28.90
7.30 p.m.	28.85	28.85	28.85
9.00 p.m.	28.80	28.80	28.80
10.30 p.m.	28.75	28.75	28.75
12.00 a.m.	28.70	28.70	28.70
1.30 a.m.	28.65	28.65	28.65
3.00 a.m.	28.60	28.60	28.60
4.30 a.m.	28.55	28.55	28.55
6.00 a.m.	28.50	28.50	28.50
7.30 a.m.	28.45	28.45	28.45
9.00 a.m.	28.40	28.40	28.40
10.30 a.m.	28.35	28.35	28.35
12.00 p.m.	28.30	28.30	28.30
1.30 p.m.	28.25	28.25	28.25
3.00 p.m.	28.20	28.20	28.20
4.30 p.m.	28.15	28.15	28.15
6.00 p.m.	28.10	28.10	28.10
7.30 p.m.	28.05	28.05	28.05
9.00 p.m.	28.00	28.00	28.00
10.30 p.m.	27.95	27.95	27.95
12.00 a.m.	27.90	27.90	27.90
1.30 a.m.	27.85	27.85	27.85
3.00 a.m.	27.80	27.80	27.80
4.30 a.m.	27.75	27.75	27.75
6.00 a.m.	27.70	27.70	27.70
7.30 a.m.	27.65	27.65	27.65
9.00 a.m.	27.60	27.60	27.60
10.30 a.m.	27.55	27.55	27.55
12.00 p.m.	27.50	27.50	27.50
1.30 p.m.	27.45	27.45	27.45
3.00 p.m.	27.40	27.40	27.40
4.30 p.m.	27.35	27.35	27.35
6.00 p.m.	27.30	27.30	27.30
7.30 p.m.	27.25	27.25	27.25
9.00 p.m.	27.20	27.20	27.20
10.30 p.m.	27.15	27.15	27.15
12.00 a.m.	27.10	27.10	27.10
1.30 a.m.	27.05	27.05	27.05
3.00 a.m.	27.00	27.00	27.00
4.30 a.m.	26.95	26.95	26.95
6.00 a.m.	26.90	26.90	26.90
7.30 a.m.	26.85	26.85	26.85
9.00 a.m.	26.80	26.80	26.80
10.30 a.m.	26.75	26.75	26.75
12.00 p.m.	26.70	26.70	26.70
1.30 p.m.	26.65	26.65	26.65
3.00 p.m.	26.60	26.60	26.60
4.30 p.m.	26.55	26.55	26.55
6.00 p.m.	26.50	26.50	26.50
7.30 p.m.	26.45	26.45	26.45
9.00 p.m.	26.40	26.40	26.40
10.30 p.m.	26.35	26.35	26.35
12.00 a.m.	26.30	26.30	26.30
1.30 a.m.	26.25	26.25	26.25
3.00 a.m.	26.20	26.20	26.20
4.30 a.m.	26.15	26.15	26.15
6.00 a.m.	26.10	26.10	26.10
7.30 a.m.	26.05	26.05	26.05
9.00 a.m.	26.00	26.00	26.00
10.30 a.m.	25.95	25.95	25.95
12.00 p.m.	25.90	25.90	25.90
1.30 p.m.	25.85	25.85	25.85
3.00 p.m.	25.80	25.80	25.80
4.30 p.m.	25.75	25.75	25.75
6.00 p.m.	25.70	25.70	25.70
7.30 p.m.	25.65	25.65	25.65
9.00 p.m.	25.60	25.60	25.60
10.30 p.m.	25.55	25.55	25.55
12.00 a.m.	25.50	25.50	25.50
1.30 a.m.	25.45	25.45	25.45
3.00 a.m.	25.40	25.40	25.40
4.30 a.m.	25.35	25.35	25.35
6.00 a.m.	25.30	25.30	25.30
7.30 a.m.	25.25	25.25	25.25
9.00 a.m.	25.20	25.20	25.20
10.30 a.m.	25.15	25.15	25.15
12.00 p.m.	25.10	25.10	25.10
1.30 p.m.	25.05	25.05	25.05
3.00 p.m.	25.00	25.00	25.00
4.30 p.m.	24.95	24.95	24.95
6.00 p.m.	24.90	24.90	24.90
7.30 p.m.	24.85	24.85	24.85
9.00 p.m.	24.80	24.80	24.80
10.30 p.m.	24.75	24.75	24.75
12.00 a.m.	24.70	24.70	24.70
1.30 a.m.	24.65	24.65	24.65
3.00 a.m.	24.60	24.60	24.60
4.30 a.m.	24.55	24.55	24.55
6.00 a.m.	24.50	24.50	24.50
7.30 a.m.	24.45	24.45	24.45
9.00 a.m.	24.40	24.40	24.40
10.30 a.m.	24.35	24.35	24.35
12.00 p.m.	24.30	24.30	24.30
1.30 p.m.	24.25	24.25	24.25
3.00 p.m.	24.20	24.20	24.20
4.30 p.m.	24.15	24.15	24.15
6.00 p.m.	24.10	24.10	24.10
7.30 p.m.	24.05	24.05	24.05
9.00 a.m.	24.00	24.00	24.00
10.30 a.m.	23.95	23.95	23.95
12.00 p.m.	23.90	23.90	23.90
1.30 p.m.	23.85	23.85	23.85
3.00 p.m.	23.80	23.80	23.80
4.30 p.m.	23.75	23.75	23.75
6.00 p.m.	23.70	23.70	23.70
7.30 p.m.	23.65	23.65	23.65
9.00 a.m.	23.60	23.60	23.60
10.30 a.m.	23.55	23.55	23.55
12.00 p.m.	23.50	23.50	23.50
1.30 p.m.	23.45	23.45	23.45
3.00 p.m.	23.40	23.40	23.40
4.30 p.m.	23.35	23.35	23.35
6.00 p.m.	23.30	23.30	23.30
7.30 p.m.	23.25	23.25	23.25
9.00 a.m.	23.20	23.20	23.20
10.30 a.m.	23.15	23.15	23.15
12.00 p.m.	23.10	23.10	23.10
1.30 p.m.	23.05	23.05	23.05
3.00 p.m.	23.00	23.00	23.00
4.30 p.m.	22.95	22.95	22.95
6.00 p.m.	22.90	22.90	22.90
7.30 p.m.	22.85	22.85	22.85
9.00 a.m.	22.80	22.80	22.80
10.30 a.m.	22.75	22.75	22.75
12.00 p.m.	22.70	22.70	22.70
1.30 p.m.	22.65	22.65	22.65
3.00 p.m.	22.60	22.60	22.60
4.30 p.m.	22.55	22.55	22.55
6.00 p.m.	22.50	22.50	22.50
7.30 p.m.	22.45	22.45	22.45
9.00 a.m.	22.40	22.40	22.40
10.30 a.m.	22.35	22.35	22.35
12.00 p.m.	22.30	22.30	22.30
1.30 p.m.	22.25	22.25	22.25
3.00 p.m.	22.20	22.20	22.20
4.30 p.m.	22.15	22.15	22.15
6.00 p.m.	22.10	22.10	22.10
7.30 p.m.	22.05	22.05	22.05
9.00 a.m.	22.00	22.00	22.00
10.30 a.m.	21.95	21.95	21.95
12.00 p.m.	21.90	21.90	21.90
1.30 p.m.	21.85	21.85	21.85
3.00 p.m.	21.80	21.80	21.80
4.30 p.m.	21.75	21.75	21.75
6.00 p.m.	21.70	21.70	21.70
7.30 p.m.	21.65	21.65	21.65
9.00 a.m.	21.60	21.60	21.60
10.30 a.m.	21.55	21.55	21.55
12.00 p.m.	21.50	21.50	21.50
1.30 p.m.	21.45	21.45	21.45
3.00 p.m.	21.40	21.40	21.40
4.30 p.m.	21.35	21.35	21.35
6.00 p.m.	21.30	21.30	21.30
7.30 p.m.	21.25	21.25	21.25
9.00 a.m.	21.20	21.20	21.20
10.30 a.m.	21.15	21.15	21.15
12.00 p.m.	21.10	21.10	21.10
1.30 p.m.	21.05	21.05	21.05
3.00 p.m.	21.00	21.00	21.00
4.30 p.m.	20.95	20.95	20.95
6.00 p.m.	20.90	20.90	20.90
7.30 p.m.	20.85	20.85	20.85
9.00 a.m.	20.80	20.80	20.80
10.30 a.m.	20.75	20.75	20.75
12.00 p.m.	20.70	20.70	20.70
1.30 p.m.	20.65	20.65	20.65
3.00 p.m.	20.60	20.60	20.60
4.30 p.m.	20.55	20.55	20.55
6.00 p.m.	20.50	20.50	20.50
7.30 p.m.	20.45	20.45	20.45
9.00 a.m.	20.40	20.40	20.40
10.30 a.m.	20.35	20.35	20.35
12.00 p.m.	20.30	20.30	20.30
1.30 p.m.	20.25	20.25	20.25
3.00 p.m.	20.20	20.20	20.20
4.30 p.m.	20.15	20.15	20.15
6.00 p.m.	20.10	20.10	20.10
7.30 p.m.	20.05	20.05	20.05
9.00 a.m.	20.00	20.00	20.00
10.30 a.m.	19.95	19.95	19.95
12.00 p.m.	19.90	19.90	19.90
1.30 p.m.	19.85	19.85	19.85
3.00 p.m.	19.80	19.80	19.80
4.30 p.m.	19.75	19.75	19.75
6.00 p.m.	19.70	19.70	19.70
7.30 p.m.	19.65	19.65	19.65
9.00 a.m.	19.60	19	



## Masonic.

PERSEVERANCE LODGE OF  
HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zeland Street, TOMORROW,  
the 16th instant, at 8.30 p.m. precisely. Visiting  
Brethren are cordially invited.  
Hongkong, 9th October, 1894. [1059]



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA  
PRECEPTORY will be held in the FREEMASONS'  
HALL, Zeland Street, on THURSDAY,  
the 18th instant, at 8.30 p.m. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 11th October, 1894. [1054]

## Hotels.

**BAY VIEW HOTEL.**  
THE "RAMSGATE" OF HONGKONG.  
(On Shau Ki Wan Road.)

THE POPULAR SUMMER RESORT, and  
TERMINUS of the only pleasant DRIVE  
to be had on the Island. "BAY VIEW"  
occupies the best situation on the Shau-ki-wan  
Road, commands an excellent view of the  
Harbour, and is always open to the cool breezes  
from the Southward. Steam-launches can at  
any time come alongside the jetty adjoining the  
spacious lawn.

To the other attractions of this popular resort  
BATHING PAVILIONS  
have been added, and a LUNCH runs from  
the NEW PEDESTAL WALK to BAY VIEW  
every half-hour after 5 P.M. daily.

Private Dinners or Tiffin prepared in First-  
class style on the shortest notice, and Meals can  
be served at all hours.

Hongkong, 15th August, 1894. [1643]

**HOTEL D. LA PAIX.**

FORMERLY THE HOTEL DES COLONIES.  
This HOTEL, situated on the FRENCH  
CONCESSION, a very convenient spot on  
SHAMPOO, is now improved to offer the BEST  
ACCOMMODATION to any TOURISTS or  
OFFICIALS. VISITORS who wish to bring  
their FAMILIES to pay a visit to CANTON,  
and every possible ATTENTION will be paid  
to their comfort.

A FINE STABLE, with a PHOTO kept,  
WIGS and SHIRTS of the Best Quality;  
and a large billiard table are EXTREMELY  
FAMOUS. A BILLIARD SALOON with  
BAR attached.

W. A. ROZARIO,  
Manager.

Hongkong, 15th July, 1894. [834]

**FUJYA HOTEL.**

MUYANG HUA,  
HARBOUR.

Open and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.  
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE  
BUILDINGS.

TWO ENGLISH BILLIARD TABLES.  
EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A  
PROLONGED STAY.

S. H. YAMAGUCHI,  
Proprietor.

8561

**PEAK HOTEL.**

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed  
HOTEL, situated at a height of 1,250 feet  
above sea-level, has just been thoroughly  
redecorated, renovated and refurnished, and a  
NEW WING has been built, which commands  
magnificent views of the Harbour and mainland  
of China.

SUMMER RATES.

(FROM MAY 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00  
One person, per week.....35.00  
One person, per month.....\$ 70.00  
Married couple (occupying one room) per  
day.....7.00

Married couple (occupying one room) per  
week.....45.00  
Married couple (occupying one room) per  
month.....\$ 120.00 to 140.00

For further particulars, apply to  
MANAGER,  
New Victoria Hotel.

Hongkong, 31st August, 1894. [1933]

**THOMAS' GRILL ROOMS.**

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that  
such a place as this was the one thing  
needed to fit in between HOTEL LIFE and the  
PRIVATE BOARDING HOUSE—providing it be  
First-class in every detail. A place where one  
may have his GRILLED CHOP or STEAK  
at any hour of the Day, up to 11 P.M.; or later  
if notice be given. He is also prepared to  
SUPPLY MEALS to PRIVATE PARTIES  
per MENU or ORDER—the Parties sending  
Dishes, &c., for same—and Cash. Terms—  
Breakfast—per meal \$0.75—per Month \$22  
Dinner.....\$0.75....." 30  
Dinner.....\$1.25....." 35  
Breakfast, Tiffin and Dinner.....\$45  
Breakfast and Tiffin.....\$30  
Tiffin and Dinner.....\$40  
SPECIAL TIFINS and DINNERS served  
in Excellent Style at short notice.

W. THOMAS,  
Proprietor.

Hongkong, 14th June, 1894. [1539]

**MEE CHEUNG.**

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

IS now in a position, in his New and Com-  
modious Premises, to clip, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS and VIEWS  
speciality.

Hongkong, 22nd September, 1894. [1600]

## Intimations.

**DAWSON'S PERFECTION  
OLD SCOTCH WHISKY.**

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East,  
4, Queen's Road Central.  
Hongkong, 11th December, 1894. [41]

**CENTRAL HOTEL,  
SHANGHAI.**

Electric Lighting  
throughout  
the Premises.  
Telegraphic Address:—  
"CENTRAL,  
SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the  
centre of the Settlements, is now fitted with the latest modern improvements, including Bath  
and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid  
on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

**F. E. REILLY,  
PROPRIETOR.**



**SOUTHALL'S  
Mosquito CONES**

The only remedy which has been found effectual in  
securing immunity from the attacks of Mosquitoes and  
other venomous insects.

By burning one of SOUTHALL'S MOSQUITO CONES in  
a room before going to bed.

PERFECT REST & UNDISTURBED SLEEP ARE INSURED,  
as the Cone drives away, stupefies or kills all insect life, thus rendering  
Mosquito Curtains Quite Unnecessary.

These Cones are composed entirely of Aromatic Plants carefully selected for  
their insecticidal properties, and although destructive to insects, they are quite  
harmless to men and animals. The odour when burning is very agreeable, and  
burning them may be used to fumigate sick rooms, as the most delicate invalid  
can support the fragrance.

Manufactured Only in the Laboratories of  
**Southall Bros. & Barclay, Birmingham, ENGLAND.**

Sold in Boxes of 24 Cones by all Chemists and Storekeepers; and by  
**A. S. WATSON & CO., Hong Kong, Shanghai, and Treaty Ports.**

**"IRROY"**

CARTE BLANCHE,  
CARTE D'OR Vintage 1887,  
in Quarts and Pints.

CALDBECK, MACGREGOR & Co.,  
Sole Agents.

Hongkong, 8th August, 1894. [1052]



**CALDBECK, MACGREGOR & Co.,**

**WINE and SPIRIT  
MERCHANTS,**

HONGKONG, SHANGHAI, LONDON AND  
GLASGOW.

13, Queen's Road,  
Hongkong, 24th October, 1894. [1097]

**G. FALCONER & CO.,**

**WATCH and CHRONOMETER MANU-  
FACTURERS and JEWELLERS.**

NAUTICAL INSTRUMENTS,  
CHARTS and BOOKS.

No. 48, Queen's Road Central. [1697]

**LEVY HERMANOS.**

JEWELLERY, DIAMONDS, WATCH,  
CHRONOMETER & CLOCKMAKERS.

A great variety in Fancy Goods and Optical  
Instruments. Novelties received by every  
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10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

**CHS. J. GAUPP & CO.,**

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CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches;  
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CELEBRATED OPTICAL GLASSES.

MARINE GLASSES and CYCLES.  
No. 8, Queen's Road Central. [1098]

**SIEN TING,**

**SURGEON DENTIST.**

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1894. [1104]

**DENTISTRY.**

**DR. J. SAKATA** (from Japan),  
MR. SUI SANG,

DENTAL SURGEONS.

55, Queen's Road Central.

First Class Dentistry and Moderate Fees.

Consultation Free.  
Hongkong, 9th April, 1894.

**DENTISTRY.**

**FIRST CLASS WORKMANSHIP  
AND  
MODERATE FEES.**

**M. R. WONG TAI-FONG,**  
Surgeon Dentist,  
(Formerly attended Apprentice, and latterly  
assistant to Dr. ROGERS),  
HAS REMOVED  
TO  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(Opposite Hongkong Hotel).

CONSULTATION FREE.  
Hongkong, 27th July, 1891. [119]

**TO SHIPMASTERS.**

**CAPTAIN F. H. PLUMMER,**  
(LATE OF THE PATAGONIAN NAVY).

**THE OLDEST STEVEDORE IN  
MANILA.**

**STEVEDORE and CONTRACTOR.**

COALS and all kinds of STORES  
SUPPLIED on the shortest notice and  
on the most reasonable terms.

Manila, 5th October, 1895. [1053]

**NOTICE TO CAPTAINS.**

MASTERS of Vessels arriving here CAN-  
NOT BE TOO PARTICULAR as to the  
SOURCE of supply of FRESH WATER,  
more especially during the present epidemic.

J. W. KEW & CO.'S STEAM WATER-BOATS  
enable them to SUPPLY VESSELS with any  
quantity of PURE FRESH WATER, with the  
greatest despatch and at moderate rates.

Call Flag "W." Commercial Code.  
Office 18, Praya Central,  
Hongkong, 14th June, 1894. [1695]

**HONGKONG TIMBER  
YARD, WANCHAI.**

**OREGON PINE SPARS and LUMBER**  
Always on Hand.

Hongkong, 24th June, 1891. [1723]

**To be Let.**

**TO LET.**

**OFFICE, FIRST FLOOR, "MARINE  
HOUSE," QUEEN'S ROAD.**

ROOMS in "BACONFIELD ARCADE,"  
QUEEN'S ROAD.

HOUSE No. 6, ICE HOUSE STREET, lately  
occupied by Messrs. GIBB, LIVINGSTON & Co.

HOUSE No. 3, DUDDELL STREET, now in  
occupation of Messrs. EDWARD, SCHILLHARDT  
& Co.

GODOWNS IN DUDDELL STREET.  
Apply to  
**BELILIOS & Co.**

Hongkong, 13th October, 1894. [1073]

**TO BE LET**

**No. 5, WILD DELL BUILDINGS**  
(Furnished or Unfurnished). Five Good  
Rooms situated in the best part of the building.

Apply to  
**HUMPHREYS ESTATE AND  
FINANCE CO., LD.**

Hongkong, 9th March, 1894. [1139]

**TO LET.**

**DWELLING HOUSES—**  
"HIGHLANDER" at MAGAZINE GAP.  
No. 1, BIPON TERRACE.  
No. 4, OLD BAILEY.  
No. 9, CHANCERY LANE.

A HOUSE IN WEST END TERRACE,  
BONHAM ROAD.

FLOORS IN BLUE BUILDINGS.  
FLOORS IN FLOID STREET, PEEL  
STREET and STANTON STREET.

FLOORS IN No. 5, SHELLEY STREET.

GODOWNS IN  
BLUE BUILDINGS.  
No. 7A, PRAYA CENTRAL.

Apply to  
**THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LD.**

From 10th October, 1894. [121]

**TO LET.**

**No. 7, SEYMOUR TERRACE.**  
OFFICES in Victoria Buildings.  
GODOWNS IN WANCHAI at the back of  
McGREGOR'S BARBERS.

**DAVID HANCOCK, HONS & Co.**

Hongkong, 8th October, 1894. [120]

## Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.**



**SAFETY. SPEED. PUNCTUALITY.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R...WEDNESDAY, 31st October.  
**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th November.  
**EMPEROR OF JAPAN**...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 26th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.  
Passengers booked through to all principal ports and AROUND THE WORLD. Return  
tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

**CIRCULAR PACIFIC TICKETS** Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,  
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
Hongkong, 3rd October, 1894.

D. E. BROWN, General Agent,  
Pedder's Street. [3]

**U. S. MAIL LINE.  
PACIFIC MAIL STEAM-  
SHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Peru** (via Nagasaki,  
Kobe, Inland Sea,  
and Yokohama).....

Saturday, 20th Oct.,  
at 1 P.M.

**City of Rio de Janeiro**  
(via Nagasaki, Kobe,  
Inland Sea & Yokohama).....

Wednesday, 7th Nov.,  
at 1 P.M.

**City of Peking** (via  
Nagasaki, Kobe, In-  
land Sea and Yokohama).....

Wednesday, 28th Nov.,  
at 1 P.M.

**THE U. S. Mail Steamship**

"PERU"

will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA AND  
YOKOHAMA ON SATURDAY, the 20th October,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding ORDERS TO EUROPE  
leave the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAY, also the CANADIAN PACIFIC RAIL-  
WAY on payment of \$10 Gold in addition to  
the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embarking  
at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo de-  
stined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.

C. L. GORHAM Acting Agent.  
Hongkong, 3rd October, 1894. [11]

**F. BLACKHEAD & CO.,**

**SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.**

PRAYA CENTRAL, HONGKONG.

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTIEN'S GENUINE**  
**COMPOSITION RED HAND BRAND.**  
**HARTMANN'S GREY PAINT.**  
**DAIMLER'S PATENT MOTOR LAUNCHES.**  
&c. &c.

**EVERY KIND OF**  
**SHIPS STORES and REQUISITES**  
**ALWAYS IN STOCK.**

**REASONABLE PRICES.**  
Hongkong, 14th July, 1893. [175]

**OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.**

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Oceanic** (via Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu).....

Tuesday, 30th Oct